tendance of shop men. They also contributed a beautiful floral design.

William Rodgers has returned to his home in Appanoose county, Ia., after a visit of several weeks with his nephew, W. D. Rodgers, of the boller shop.

Lewis Spendiove of the tank room struck himself on the left hand between the thumb and the first finger the other day. He has been off duty since then.

day. He has been off duty since then.

Arden Lehman, brother-in-law of Edward King of the blacksmith shop, has gone home to Humboldt after a brief visit with relatives at 29 Klein street.

Beginning November 24, Engineer Geo. Metzer and his fireman will work day time for a week, the other six crews working week about until further orders.

Robert Slusser, who was called to Cange City over a week ago by the death of his brother Fred, has returned to Topeka. He is employed in the wheel shop.

J. H. Pettit, a son of U. M. Pettit, foreman of the scrap iron gang, has returned from a week's visit with his grandfather at Oneida. His wife was with him on the trip.

RAILROAD NEWS.

Various Estimates on the Cost of Arizona Wreck.

They Vary From \$75,000 to \$250,000.

ARIZONA A GOOD PLACE

Are Lenient.

done to employes for which the employe is not responsible.

The big wreck is now left mostly for the claims department of the road to attend to. An attorney for the department was sent to the scene of the wreck post haste. He has been working hard since then keeping track of the employes who were hurt. He knows exactly how badly each ene was injured and protect the company in case of damage suits.

"We expect to deal fairly with all the employes who were hurt in the wreck, said the same official who spoke of the lenlency of Arizona laws. "It is always customary to do something for employes who are injured in wrecks."

There were eight people killed in the wreck and seventeen injured, it is likely that if the road gets off with damages amounting to \$30,000 it will be well satisfied.

The loss of property occusioned by the

amounting to \$80,00 it will be well satisfied.

The loss of property occasioned by the wreck is enormous. A Los Angeles official is reported to estimate it at \$200,000. This is probably much too high. It is believed that \$50,000 will cover the cost of the destroyed cars. There will also be a heavy loss for baggage destroyed.

Footed up, therefore the total loss of the wreck will be something like this:

Damage for employes \$40,000
Two composite cars 16,000
Two composite cars 5,000
Damage for baggage destroyed 5,000
Damage for baggage destroyed 5,000 Damage for baggage destroyed.....

Total

One prominent Santa Fe official who was asked to state what, in his opinion, would be the total financial loss, said that it would not run over \$15,000.

All these estimates do not take into consideration the loss to business or the loss in reputation which always accompanies a wreck, no matter how carefully and judiciously the affairs of the road may be administered.

CHANGED THE ROUTE. New Locations For Factories at Iola Are Opened Up.

Are Opened Up.

Iola, Kan., Nov. 25.—Surveyors are at work on the switch of the Fort Scott, Iola & Western which makes a radical change in the route as first suggested. The road originally contemplated making their switch to run from the main line west of Rock Creek and thence keeping to the south of the Missouri Pacific switch to the plant. This plan has evidently been changed for the foad is now being surveyed to run from the main line east of the creek which will make a crossing of the creek unnecessary. The road will run south of Rock Creek and will cross Elm Creek above its junction with Rock Creek.

The new line will be a good thing for Iola. The factory sites are becoming scarce and the new line will open up other sites that will allow factories to be built on a railroad line. Heretofore in order to get on a railroad line it has been necessary to keep close to the present lines of the Santa Fe and Mis-De built on a railroad line. Heretofore in order to get on a railroad line it has been necessary to keep close to the present lines of the Santa Fe and Missouri Pacific but now it will be possible to locate a factory further from town. The new switch will also be much cheaper for the railroad as they will not have to build an expensive tressle work over Rock Creek as the Missouri Pacific did.

Deficial Announcement.

Western Division Headquarters Now at Dodge Co.

An official announcement has been re

An official announcement has been received at the Santa Fe general offices here, signed by Geo. E. Ayer, superintendent of the western division, stating that the headquarters of the division are now located at Dodge City, and directing that all mall and telegrams be directed to that place. The headquarters changed on November 14, as stated in the Journal of November 15.

The announcement is somewhat out of the ordinary because it is signed by Mr. Ayer and not by General Superintendent Hurley of the western grand division, as is usual in such circulars.

Dodge City people are greatly pleased with the new grip which the town has taken on Santa Fe business, as is shown by the following dispatch received by the State Journal:

Dodge City, Kas, Nov. 25.—The expectations of the citizens of Dodge City were fully realized when they witnessed the change of headquarters for the western division of the Santa Fe from La Junta to Dodge City. Several cars were required to transplant furniture for office equipment and supplies.

This move means a great deal to Dodge City, as it brings an aggregate of representative citizens, most of whom have families and will take up their homes at Dodge permanently. The citizens have been very alert to this new order of things and extended liberal accommodations in every way.

The new organization will consoli-

ral accommodations in every way. The new organization will consoli-

"Worth Its Weight in Gold"

DR. RADWAY & CO., New York—Genthemen: I send inclosed M. O. for which
you will please send me one dozen Radway's Pills. Your Ready Relief is considered hereabouts to be worth its weight in
gold. This is why I am induced to handle
it. I have handled — Oil for some
time, but I consider the R. R. K. far superior to this, as it gives better satisfaction.

J. M. ALEXANDER.



or staneys, pains around the liver, pleu-risy, swelling of the joints and pains of all kinds. The application of Radway's Ready Relief will afford immediate case and its continued use for a few days ef-fects a permanent cure. Sold by drug-

SURE TO GET RADWAY'S.

date the offices of superintendent, dispatchers, trainmasters, general foreman and roadmasters at this point, where for the time being they will occupy apartments in the bank building which have been conveniently fitted up for that purpose. What is particularly noticeable in connection with the above is the harmony and system employed in transplanting the offices from their various locations to Dodge City, to the extent that none of the offices incurred any delay as with most moves of this nature; another instance indicative of the good management and superior personal supervision of Superintendent Geo. E. Ayer.

USE OLD BOILER FLUES. Officials Say the Laws There Burlington & Missouri River Road Use Them For Fence Posts.

Are Lenient.

Road Not Obliged to Pay Such Heavy Damages.

"If we were obliged to have an accident," said an official of the claims department of the Santa Fe, in speaking of the recent wreck of the two limited trains at Franconia, Ariz, "we would be unable to select a better place for it, from the standpoint of the railway's interests, than Arizona."

The laws of Arizona on the subject of damages in railway wrecks are much less strict than the laws of most states. Kansas laws are considered by railway officials to be very severe. Kansas laws hold the railways liable for all injury done to employes for which the employes in not responsible.

The big wreck is now left mostly for the claims department of the road to attend to. An attorney for the department was sent to the scene of the wreck post haste. He has been working hard since then keeping track of the employes who were hard by the company out of discarded boiler flues, and in the two years preceding 10,000 posts were made. The company discards from 6-000 to 8,000 flues a year and sometime ago the general superintendent, T. E. Calvert, conceived the idea of using these flues for fence posts. The road runs largely through prairie country, and it is estimated that about 10,000 wooden posts are burned every year by prairie fires. Experience shows that the flue posts as made by the company cost from 16 to 19½ cents, depending on the scrap value of the old flues. Red celar posts cost 12½ cents and oak posts 16 to 16½ cents. The flues are cut to length and holes are punched for attaching the wire, then they are coated with tar and concrete bases are attached to them. This latter process is carried on in batteries, each containing forty-eight molds. The flues are put in the molds and the concrete poured around, this being made one part cement, three parts sand, three parts stone. The stone used is from the size of a grain of corn to that of a walnut.

"The office will not be abolished," he "The office will not be abolished," he continued in answer to a question, "but the work will be carried forward for some time the same as heretofore. The question of who will succeed Mr. Henderson when he assumes the duties of superintendent of machinery was not touched upon at the meeting of the officials at Chicago. It will be decided later."

STOVES IN BOX CARS.

Potato Shippers Obliged to Use Extraordinary Precautions.

Potato shippers of the northwest fear that the car shortage is going to deprive them of much of the benefit they hoped to derive from the peculiar conditions which now exist on the market. The bulk of potato shipments from the northwest find a market in lowa, Missouri, Illinois, Kansas, Nebraska, and southwestern territories, and in former years the various railroads secured the necessary refrigerator equipment from the private car lines, of which there were a large number.

This year the bulk of the private car line refrigerator equipment is owned by the Armour Car company, and owing to large meat and fruit business there are none of these cars to spare for the potato traffic. are none of the potato traffic.

on trainc.

In consequence shippers are compelled to accept box cars, and equip each one with a stove, as well as send a man in charge of the cars, and this adds considerably to the cost of transporta-

Had Been in Charge 16 Years.

Thomas Mooney, the Santa Fe section foreman at De Soto, who was struck and killed by No. 5 Saturday morning, had been in charge of the men there for 16 years. He was 54 years old, a widower and had no children. Mooney could have saved himself had he jumped, but when the train rounded a slight curve at a speed of 40 miles an hour, he did not seem to understand the situation and from what can be learned, made no effort to get out of the way. Engineer Lusk, who was in the cab, of the 1904, was blinded by steam and knew nothing about it until the form of the man had been tossed to one side by the locomotive.

The same day Engineer William Rain, who was pulling No. 1 with locomotive 1901, ran into a team of horses near Mendon, Mo. 15 miles west of Marceline, killing both of them. Nobody was hurt and no further damage was done.

MORT CHAMBERLAIN DEAD,

Well Known Brakeman on Santa Fe Plug Succumbs to Heart Failure.

Brakeman W. M. Chamberlain, who for years has had a run on the plug between Topeka and Kansas City, died Saturday night at the Santa Fe hospital

Saturday night at the Santa Fe hospital of heart trouble and rheumatism. Chamberlain was able to work up to as late as ten days ago, and only last Tuesday evening he met his train upon its arrival at Topeka. There was a sudden turn for the worse, however, which resulted in his death.

Chamberlain had been in the service of the company since August, 1892. For a while he was braking on freight out of here, but most of the time he has spent on the passenger run between here and Kansas City. Because of that he had become one of the best known trainmen working out of here. He was 49 years old and married. Previous to entering the service of the railroad, he was superintendent of a Topeka omnibus line.

Santa Fe Sued For \$10,000.

The Santa Fe Railroad company has been made the defendant in a \$10,000 damage suit in the United States cir-

division to put in force the same rule for yard men. Ample time will be given for the men to perfect themselves in this, and then they will be called for as wanted.

Rock Island News From Pratt. H. Dyer, formerly agent at Fowler, Kan., has been appointed agent at Logan, N. M., on the ElPaso line. Relief Agent Kirkpatrick took charge of Fow-

ler station.

H. W. Donaldson, agent at Tampa has resigned and will engage in business. F. F. Wood took Tampa agency. W. F. Page was appointed agent at Renfrow, Ok., vice H. Hollingsworth, who was assigned to other duties.

J. H. Burnett, operator at Herington, has been appointed night dispatcher at that point.

Conductor Taylor has been taking Conductor Taylor has been taking Conductor Naramore's run on 61 and 62 between Herington the past few days. Conductor C. Hough has gone to work on the chain gang and Conductor Weil took his run on 61 and 62 between Her-

ington and Pratt.
Three new stations have recently been located on the El Paso line-Sand Springs, Naravisa and Revuelto, N. M.

General Superintendent Ressegule, accompanied by Superintendent Barnes and Trainmaster Easley, has been inspecting the Southern Kansas division yesterday and today, says the Chanute Tribune. After inspecting the Colony branch yesterday they came to Chanute last evening and went over to Pittsburg after an hour stop. They returned this afternoon and went down to Coffeyville, and will probably return tomorrow up the line. It is to be hoped that Mr. Ressegule had Chanute's need for a new depot well impressed on his mind while here.

ABOUT RAILROAD PEOPLE.

Engineer Chris McGinnis is the father of a baby girl. Switchman William Busby was laying off Saturday and Sunday. Fred Short of the south shop has been off on account of a lame back. Philip Engstrom, a south shop machin-ist, has been off duty for two days.

Julius Carlson, a coach carpenter, has een sick and unable to work for two Joseph Phillips, day fire builder in the oundhouse, has been off duty for a short

Brakeman E. O. Van Beck is home from Sage City, where he has been for a Engine 227 has been brought in for a general overhauling. It has been in yard service.

Walter Worland and Ben Dustin, jr., of the tank room have been reported sick for several days.

several days.

Engineer Gregory was over from Marceline Saturday. He may take a passenger run out of Topeka.

Machinist John Taylor is enjoying a visit this week from his sister, Mrs. Ann Beston and son of Winfield.

After about a two weeks' lay off, the cross head planer, which has been undergoing repairs, is in service again.

Brakeman P. A. Capps has taken a run on the local between Topeka and Emporia, relieving E. M. Sherburne.

Joseph Woodburn of the blacksmithing department has reported for duty after having been off for a day or two.

Frakeman E. T. Brown, who runs out of here, was called to Omaha. Neb., Saturday by the death of a brother.

Simply because he has a hair cut which

Simply because he has a hair cut which is a little close, John Schneibel of the machine shop has been dubbed "Bill Nye."

Jacob Volkert, foreman of the plating room, has almost recovered from his recent illness and is now ready for business again.

The wife of James Dunn of the hand car department is home from Crawford county, Pa., where she has been spending six weeks.

Not a Patent Cure-All Nor a Modern Miracle, But Simply a Rational Cure For Dyspepsia.

In these days of humbuggery and deception the manufacturers of patent medi-cines, as a rule, seem to think their medicines will not sell unless they claim that



it will cure every disease under the sun. And they never think of leaving out dyspepsia and stomach troubles. They are sure to claim that their nostrum is absolutely certain to cure every dyspeptic and he need look no further.

In the face of these absurd claims it is refreshing to note that the proprietors of Stuart's Dyspepsia Tablets have carefully refrained from making undue claims or false representations regarding the merits of this most excellent remedy for dyspepsia and stomach troubles. They make but one claim for it, and that is, that for indigestion and various stomach troubles Stuart's Dyspepsia Tablets is a radical cure. They go no farther than this, and any man or woman suffering from indigestion, chronic or nervous dyspepsia, who will give the remedy a trial will find that nothing is claimed for it that the facts will not fully sustain.

It is a modern discovery composed of harmless vegetable ingredients acceptable to the weakest or most delicate stomach. Its great success in curing stomach troubles is due to the fact that the medical properties are such that it will digest whatever whelesome food is taken into The Santa Fe Railroad company has been made the defendant in a \$10,000 damage suit in the United States circuit court here. The suit is brought by Rose Gerard of Argentine, who alleges that owing to negligence upon the part of a Santa Fe switching crew in the yards of the American Smelting and Refining company at Argentine, her husband, Frank Gerard was killed. The case was originally brought in the Wyandotte county district court but was removed to the United States court.

Must Pass Examination.

It has been decided to have all switch engineers pass the regular time card examination. This is a part of the examination which firemen seeking promotion to road service are required to take and it is proposed on the Eastern

NORTHEASTER.

A Heavy Gale Sweeps the Atlantic Coast

Reaching a Velocity of 70 Miles at Some Points.

HEAVY FALL OF RAIN.

Docks and Shipping Sustain Much Damage.

Charles Richardson of the machine shop, who has been out several days on ac-count of having the end of a finger taken off in the gears of a machine, came in again today. Storm Did Considerable Injury in New York City.

off in the gears of a machine, came in again today.

Fireman John Helvie, who has the morning passenger run between Topeka and St. Joseph, went to Moline Saturday morning, returning today. He was accompanied by Mrs. Helvie.

Edward Clark, who worked in the machine shop here about a year ago, was around among the boys Saturday. He is now married and lives on a large stock farm near Council Grove.

Sunday the bollers at the mill were allowed to cool off in order that the painters might have an opportunity to give the new smoke drum and other parts that needed it a touch of paint.

E. Humbert of Osawatomie is here for New York, Nov. 25.—A heavy north-east gale has been raging along the coast for the past 20 hours. The storm set in at sunset last evening, blowing with great severity all night, accompanied by heavy rain. In the upper and lower bay the storm blew with great fury and an unusually high tide washed upon the Staten Island shores, doing needed it a touch of paint.

E. Humbert of Osawatomie is here for several days visiting his daughter, the wife of E. A. Eatherton of the cab department. He is a brother of George and Lee Humbert of this place.

John Smith, a member of McIntyre's sheet iron gang, who makes fire box doors, has been obliged to lay off because of an affection of the face which has been troubling him for some time.

T. M. and N. day coach No. 2 will be out for service Wednesday after having been in the paint shop for a light touch of paint. This road runs out of Toluca, Ill., and is owned by C. J. Devlin of Topeka. considerable damage to docks, small boats and other craft. The Staten Island rapid transit railroad track be tween Tompkinsville and Stapleton was obstructed by wreckage from pile drivers and a small schooner which was driven ashore and the wreckage piled up on the railroad track. A heavy sea raged in the upper bay. Two steamers which arrived during the night remained at anchor off the guarantine station until noon, when the health offipeka.

Samuel Florence, the blacksmith who had one eye burned by sparks from the fire over which he was working, came in again this morning. The member has almost entirely recovered from the slight injury. cers' tug succeeded in boarding them. injury.
Water service men were busy Saturday moving the patterns from the east wing of the building in which are the offices of the assistant superintendent of machinery to the new structure prepared for that purpose.

cers' tug succeeded in boarding them. These steamers were the French liner Panama, from Bordeaux, and the fruit steamer Donald, from Jamaica. The only other arrival up to noon was the Mallory line steamer San Marcos, from Galveston.

The storm did considerable damage in the city. Windows in the upper part of the city were blown in and a few roofs taken off. The greatest damage was along West street, fronting the North river, where cellurs were flooded. The river, where cellars were flooded. The rapid transit tunnel also was flooded in many places.

The Western Union Telegraph com-

that purpose.

One of the best Sunday afternoon meetings which has been held at the Railroad Y. M. C. A. this year was that of yesterday. Rev. D. M. Fisk, pastor of the First Congregational church, spoke and there were five special musical numbers given. Engines 490 and 455, which have been in for a few days to receive new flues, are ready to be sent west for permanent passenger service. They have been superseded by the new Baldwin passenger compounds and will run west of La Junta. Congregational church, spoke and there were five special musical numbers given. Engines 480 and 485, which have been in for a few days to receive new flues, are ready to be sent west for permanent passenger service. They have been superseded by the new Baldwin passenger compounds and will run west of La Junta.

The 5 year old daughter of Robert Graham, foreman of a scrap iron gang, is serfously sick at the family home, 417 Park street, North Topeka. She is suffering from pneumonia, but the doctors say, with the best of attention, sine can be brought out all right.

After sinking two holes without securing water for its use at Peabody, the Santa Fe has purchased 15 acres of land on Cow creek, near that place, and will at once begin the building of a reservoir. It is expected that about an acre will be utilized in getting the water for the engines there.

Saturday forencon two rubber grips were taken from the handle bars of a wheel which stood at the car shops block office. The man who owns the bicycle says there will be trouble if they are not

Saturday forenoon two rubber grips were taken from the handle bars of a wheel which stood at the car shops block office. The man who owns the bicycle says there will be trouble if they are not returned by 5 o'clock Tuesday evening, and the thing that is going to hurt is that he means what he says.

When Engineer H. G. Rust got down from the 1003 at Marcellne Saturday night he found a two by four plank tangled up underneath the tank and a portion of the brake rigging was gone. Where it came from no one knows, but was probably picked up somewhere along the road in the middle of the track.

Charles J. Webb, formerly chief clerk the Hariem shore, piers being carried away, bathing pavilions washed off their foundations, outhouses swept into the flood and washed to pieces in the waters of Heli Gate.

waters of Heli Gate.
One of the strangest sights was that of the lighthouse standing off the north end of Blackwell's island. Ordinarily standing away out of tide water, the lighthouse was in the midst of a raging flood. The waves, covered with whitecaps, dashed about the structure, the platform of the house being but a short distance from the water surface. The entire north end of the Island was subthe middle of the track.

Charles J. Webb, formerly chief clerk in the office of Division Superintendent McLellan, but recently promoted to the position of head clerk in the office of President Ripley, is recovering from the illness which has kept him down for six weeks. He expects to be able to go to Chicago some time this week.

Mark Symmetry who was formerly with

entire north end of the island was sub-merged An unusual number of trees and wire

Chicago some time this week.

Mark Symmes, who was formerly with a Santa Fe bridge gang on the cut-off, but who is now in the employ of the Union Pacific, came down from Manhattan Sunday morning and remained throughout the day visiting relatives. He is now with a steel gang putting a bridge across the Blue river near that place.

A. C. Birt and Ora Ferria corrections. A. C. Birt and Ora Ferrin, carpenters in the northeast corner of the sheds, have returned to their usual places after having been working outside for about two weeks. William Peterson, who has a place in the same department, but who has been out about three days to attend his own wedding, came in this morning.

Robert and George Nightingale, shop men, who have been off duty nearly a passable.

Robert and George Nightingale, shop men, who have been off duty nearly a week because of the death of their father, came in again this morning. Another brother, Edward, who came here from Denver to attend the funeral, has returned to that place. He is a brakeman on the Denver & Rio Grande rail-road. off and the building considerably damaged. Trees have been stripped and Edward Grimes of the blacksmith shop sustained a rap on the right thumb the other day which will necessitate his losing two or three days. A piece of metal was knocked from under a hammer and struck him on the hand inflicting a bruise that made it impossible for him to continue on duty. Edward Todd took his place on No. 19 fire. the streets are littered with branches, wires, parts of roofs or verandas and

shutters.

No trains reached Seabright and none may for several days. The south track is washed away for a quarter of a mile and south of Seabright, 1,500 feet of the roadbed is either washed away or buried under sand. A new inlet from the ocean to Shrewsbury river has formed near Navesink and an examination of it this afternoon indicates it is deep enough for the river steamers.

The piers of a number of wealthy New York cottages were swept away and shutters. place on No. 19 fire.

F. J. Speakman, a young Horton machinist who only recently finished his apprenticeship for the Bock Island at that place, was down Saturday night to take the degrees for initiation into the machinists' union of Topeka. There is no lodge of this kind at Horton and a number of the tradesmen from there have allied themselves with the one in this place. Mr. Speakman is the son of the general shop foreman at Horton.

E. E. Crouch of the hand, can always

York cottages were swept away and the wind carried off a corner of the roof of the Normandie hotel. Fifteen fishermen's boats were wrecked. Sea-bright was in darkness, as the high tide flooded the electric light plant.

flooded the electric light plant.

Driven by the terrific northeast gale the highest tide ever known along the north shore of Long Island swept inland, leaving a ribbon of wreckage that girts the shore front from Astoria, in Long Island city, out to Greenport, on the extreme end of the island.

Thousands of dollars damage was done Docks boat and bathing houses.

Speakman is the son of the general shop foreman at Horton.

E. E. Crouch of the hand car shop was mixed up in a bicycle accident out toward Oakland the other evening. After dark he was riding along when his wheel became entangled in a loose telephone wire which lay across the path. Before Crouch had time to reverse the machine or put on brakes he was thrown head over heels, struck the ground heavily and sustained some severe bruises. After the bicycle had bounced around over him for a while he managed to raise himself and move on. He is still at work.

On Saturday evening eight or ten sheds carpenters in a gang working under Evan Evans, gathered at the home of Charles Ackley, No. 19 St. Clair avenue, Pleasant Valley, to celebrate the return of William Peterson, a member of the gang. Peterson was married on Thursday evening to Miss Eilen Eriksen of Osage City and his associates in the shops took this as the first occasion for felicitation over the event. Music and refreshments were the diversions of the evening. Mr. and Mrs. Peterson were presented with a large rocking chair by the men who work with him in the door department. done. Docks, boat and bathing houses were wrecked and fleets of yachts which had been drawn up in supposedly safe winter quarters, were floated off by the high tide and left stranded, in many instances more than half a mile in-

as the first occasion for felicitation over the event. Music and refreshments were the diversions of the evening. Mr. and Mrs. Peterson were presented with a large rocking chair by the men who work with him in the door department.

Lost Mine Found in New York.

New York. Nov. 25.—The Tribune prints the following: After being lost for 75 years, the "Ninety-Nine" silver mine, once famous through the whole Catskill range, has been found again. At least that is the belief of J. O. Poole, a mining expert, who is said to live in Trenton, N. J. He has discovered a cave in the heart of the Shawangunk mountains not far from Ellenville. cave in the heart of the Shawangunk mountains not far from Ellenville. Uister county, New York, which exercus assays show heavy value in silver, lead and other minerals.

In the cove off North Beach, where the Williamsburg Yacht club has its headquarters, the fleet of small boats was swamped or carried inshore. New Haven, Conn., Nov. 25-The damage done by the severe storm of the last 24 hours has been the greatest, in some instances, in the history of the state and the damage will reach \$50,000

"Rest and be thankful," spells "con-tent," 'tla true. But also ruin when Yankee rivalstrouble

you; For though they use the self-same mot-

The "rest" you see, they prefix with a

or more. At Shippan Point, in Stamford, sev-At Shippan Point, in Stamford, several docks connected with summer res-

Kennedy's Oysterettes Anticipation is pleasant but the realization is joy itself Kennedy's Oysterettes are dainty little oyster crackers as light as wafers and just salt enough to whet the appetite. As good with soup as they are with oysters, and as good alone as they are with either.

Sold only in In-er-seal packages.



Sherman Gravel

NATIONAL BISCUIT COMPANY.

Price Five Cents.

Concerning which so much has been said, is a disintegrated mica granite. It has been chemically prepared by the great fires of nature in prehistoric days, so as to gradually weld together with all the flexibility of asphalt and the durability of granite. This gravel is quarried at Sherman, Wyo., on the Union Pacific, and used on that road for ballast. Travelers over the Union Pacific, therefore, escape the dust and dirt which makes a trip over the lines of its less fortunate rivals so annoying.

NO DUST. NO DIRT. NO JARRING. Smooth and Easy Riding.

For full information call on or address-

F. A. LEWIS, City Ticket Agent, 525 Kansas Ave. J. C. FULTON, Depot Agent.

JOS. CHRISMAN & CO. UP - TO - DATE HORSE - SHOEING SHOP

(Formerly known as the Duggan Shop.)



506 Quincy Street. - - - Topeka, Kansas. Now under the management and super-vision of Jos. Chrisman, with thirty years' experience and study in shoeing all kinds of horses, from the slow draught horse to

the fastest turf horse.

All kinds of Rubber Pads and Shoes, to meet
the requirements of each and every horse.

Also Springs for the prevention and every of Also Springs for the prevention and cure of Contracted Feet (which I guarantee to cure.) Hand-turned Work a specialty. Your patronage solicited. Horses sent for and delivered.

TELEPHONE 595.

5-INCH PERFECTO AT ONE CENT PER INCH.

the last said house with HEAD CLERK

CURRY CIGAR CO., Makers.

idences were carried away by the unusually high tide and the cellars of a number of buildings near the water front were completely submerged. Along the canal the water rose over the banks and a considerable part of the lower end of the city was inunda-ted. The freight offices of the North and East River Steamboat company were flooded, as were many slips along

DE ANGELIS RETURNS.

Comic Opera Star Again Pleases a Topeka Audience.

Rightfully does Jefferson de Angelis style himself on the play bills as "Jolly Jeff." It is a title justly assumed and well sustained.

Jeff." It is a title justly assumed and well sustained.

The audience which greeted him at the Crawford Saturday night occupied every seat and box and the standing room in the baicony. The audience shook so with laughter that the rickety old theater building almost trembled on its foundation. De Angelis was seen here two years ago in "The Jolly Muskeeter." Whether he was funnier as the soldier or as the restaurant keeper in "A Royal Rogue" Saturday night is a question hard to determine. One thing is certain had he been any funnier as the restaurant keeper the audience would have gone into hysterics. De Angelis was not at all funny at the start. He was supposed to have been blown through the kitchen door into view of the audience in a most humorous manner but it hardiy brought a laugh. For a while the audience looked at Jeff and he looked at the audience. It seemed a question whether there would be a mutual acceptance. De Angelis face was not humorous in its make up when he first hove in sight. His countenance was in repease, so to speak, and there was not a line nor wrinkle of merriment to be seen. De Angelis seems to warm up to his work like a race horse. Slowly but surely he grew funnier until every diaphragm in the theater was on the verge of collapse. Then De Angeles' face had lost its look of repose. His mouth wore a jester's smile. There was humor in his ruddy chin and a merry twinkle in his eye. He easily kept up the pace he set until the last curtain.

Of course De Angelis can't sing much. There never was a successful comit

opera star who could. The musical comedy, "A Royal Rogue," is not blessed with airs of a very tuneful nature but the choruses were good and the songs by Henry Norman were the musical feature of the performance.

Gertrude Byron made a pleasing "Stephane" and the minor parts were handled in an acceptable manner.

A noticeable and pleasing feature of the performance was the absence of tights and short skirts. The wearing of tights was confined to the men and the dresses were of a conventional stage length. To be sure the dresses were of a pattern a century or two old, looked rather cheap and ill fitting but anything on the stage but a tight and wall-paper like fit is a novelty, especially in paper like fit is a novelty, especially in comic opera

SET EARTH AFIRE.

Plan to Dispose of Oil Leakage in Pennsylvania.

Pennsylvania.

New York. Nov. 25.—The pipe line of the Standard Oil company which carries the crude oil from the Pennsylvania fields to the refineries at Bayonne, recently burst about two miles from Bound Brook. N. J. The break was discovered Sunday and it took a large force of laborers many hours to close it. Meantime the oil had spread over a large portlan of ground and to prevent further spread to nearby streams it was determined to set fire to it. The reflection of the burning oil can be seen in the sky for many miles around. No estimate of the loss has as yet been made.

Deep Drifting Snow.

Cumberland. Md. Nov. 25.—One of the heaviest snow storms for years has been prevailing in Oakland and Terre Alta, W. Va. on the summit of the Allegheny mountains. The snow this morning at an early hour had reached a depth of 25 inches. The snow is accompanied by a high wind, which is making it drift badly in places along the line of the Baltimore & Ohio railroad.

CASTORIA For Infants and Children.

The Kind You Have Always Bought Bears the Signature of Chart H. Witchers